

# Fairbanks North Star Borough Comprehensive Roads Plan

## Steering Committee Meeting #5

April 6, 2022, 1:30 – 4:30 pm



### How to Connect

- To join for video, screenshare and audio:  
<https://agnewbeck.zoom.us/j/86057763163?pwd=L01TOVYUjdiQVNqTHA2NkZZMTI1UT09>
- To join by audio only:
  - Call-in number: 1-833-548-0282 (Toll-free)
  - Meeting ID: 860 5776 3163#
  - Passcode: 250618#

### Objectives

Share and gather Steering Committee input on:

- Process and progress-to-date and proposed schedule/key milestones.
- Draft proposed corridors for Northeast Quadrant of the study area.
- Next steps and Steering Committee role.

### Materials – all emailed on April 5, 2022

1. Agenda w/Proposed Schedule & Key Milestones
2. FNSB Roads Plan: Corridor Selection Criteria
3. FNSB Roads Plan: **DRAFT** Northeast Quadrant Future Road Corridors Map.

### Agenda

Time	Item
1:30 – 1:45 pm	<b>Welcome, How We Got Here</b> <ul style="list-style-type: none"><li>• Introductions and land acknowledgement</li><li>• Process and progress-to-date and proposed spring through fall schedule &amp; key milestones – <i>see draft below</i></li><li>• Today’s meeting purpose and guidelines</li></ul>
1:45 – 3:00 pm	<b>Presentation &amp; Discussion on <b>DRAFT</b> Northeast Quadrant Future Road Corridors Map</b> <ul style="list-style-type: none"><li>• Introduction to process – how this will work</li><li>• Township-by-township review and discussion and documentation of Steering Committee feedback (we will be taking live notes on the map!)</li></ul>
3:00 – 3:15 pm	<b>Optional Break</b>
3:15 – 4:15 pm	<b>Presentation &amp; Discussion on <b>DRAFT</b> Northeast Quadrant Future Corridors Map</b> <ul style="list-style-type: none"><li>• Continued</li></ul>
4:15 – 4:30 pm	<b>Next Steps &amp; Wrap Up</b> <ul style="list-style-type: none"><li>• Schedule – next quadrant reviews</li><li>• Closing comments and questions</li></ul>

## **FNSB Roads Plan – Stakeholder Engagement & Plan Development Schedule, 04-06-22**

### **A. Steering Committee Meetings – Corridor Review (Virtual):**

- Thursday, March 3, 2022 – NW Quadrant Draft Corridors – **COMPLETE**
- Wednesday, April 6, 2022 – NE Quadrant Draft Corridors – **TODAY**
- Wednesday, April 20 – SW & SE Quadrants Draft Corridors – **Proposed**
- Wednesday, May 11 – Share Revised Maps & Set the Stage for Community Meetings – **Proposed**
- Summer 2022 – Share Functional Classification Map – Potential Meeting

### **B. Community Meetings (In-Person) – Week of May 16<sup>th</sup> – **Proposed****

#### Outreach

- Send postcards to property owners with potential corridors on their property
- Social media, website, e-blast

#### Dates & Locations

- Tuesday, May 17<sup>th</sup> – NW Quadrant Draft Corridors – **Proposed**
  - Where?
- Wednesday, May 18<sup>th</sup> – NE Quadrant Draft Corridors – **Proposed**
  - Where?
- Thursday, May 19<sup>th</sup> – SW & SE Quadrants Corridors – **Proposed**
  - Where?

#### Proposed Approach – Open House (two 2-hour rounds each evening). Each round will include:

- 15 minutes – short introduction / “technical presentation” (process, policy framework, how open house will work, next steps, ways to connect with the team)
- 45 minutes – open house with maps on tables, post-its and/or stickers, markers, etc. – mark them up (support, don’t support, and why) – staff at tables to have more detailed conversations
- REPEAT ABOVE
- Total Time = 2 hours

### **C. Landowner Conversations (In-Person/Virtual) – Week of May 23<sup>rd</sup>**

### **D. Draft & Final Plan = Proposed Policy Framework (Vision, Goals, Strategies, Actions) + Proposed Corridors + Proposed Functional Classification Maps**

- June/July
  - Use community/stakeholder input to develop Public Review Draft
- July
  - Steering Committee meeting to review Public Review Draft and distribution/outreach plan
  - Public Review Draft released for 30-day comment period
- August
  - Steering Committee Meeting to review community feedback
  - Revise and finalize draft
- September
  - Adoption process

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## Fairbanks North Star Borough Comprehensive Roads Plan

### Steering Committee (SC) Meeting #5 – NOTES

April 6, 2022; 1:30 – 4:30 pm

#### Steering Committee Members:

##### Transportation

- Jackson Fox, FAST Planning
- Randi Bailey, DOT&PF
- Ryan Hilton, FNSBSD Transportation

##### Local Government

- Jimi Cash, FNSB Assembly
- Chris Guinn, FNSB Planning Commission
- Randy Pitney, FNSB Platting Board
- City of North Pole (*no current rep*)
- Robert Pristash, Fairbanks City Engineer (*absent*)
- Jerry Colp, City of Fairbanks

##### Road Service Area

- Erin Anderson, Murphy RSA
- LJ Evans, Ester Lump Road RSA (*absent*)
- Alan Skinner, Vue Crest RSA (*absent*)

##### Surveyor

- Steve Lowry, 3 Tier Alaska
- Nils Degerlund, Degerlund Engineering

##### Fire/EMS

- Chief Scott Learned, Steese Fire Department

##### State

- Colin Craven, Department of Natural Resources (*absent*)
- Bruce Sackinger, Department of Natural Resources
- Nathan Belz, University of Alaska Fairbanks

##### Developer

- Gary Newman, Northwest Public Power Association

##### Business

- Aaron Welterlen (*absent*)

##### Military

- Alexa Greene, Eielson Air Force Base
- John Weinberger, Ft. Wainwright

##### FNSB Technical Staff:

- Kellen Spillman, Community Planning Department (Co-Project Manager)
- Brittany Smart, Mayor's Office (Co-Project Manager)
- Don Galligan, Community Planning Department
- George Stefan, Platting Division

##### Project Consultants:

- Respec: Patrick Cotter (Contractor Project Manager), Natalie Lyon
- Agnew::Beck Consulting: Shelly Wade (Public Involvement Lead)

## Welcome

**Shelly:** We did want to do just a little bit of a reminder of our progress and our process to date and set the stage for a successful conversation today. We had a very robust stakeholder engagement process that's included two primary components, a survey that we did last year, and then the comment map tool. And really those pieces, of course, along with and importantly, using the 1991 roads plan as our starting place those comments and that survey feedback, and that community input. And that also includes interviews with each of you that have all of those pieces, plus additional data that we know from existing plans and reports and what we know, at least preliminarily, without doing the deep dive technical analysis of each of the corridors, what we know roughly about landownership, about environmental constraints and some of the other potential either barriers or opportunities for these potential future corridors. All of that information has gone into this process. We set the stage last time by saying we've been and leaned more towards inclusivity in terms of what has been shared through the community engagement process, where there was a tremendous amount of feedback on a corridor or multiple corridors. We've included that for your observation as a steering committee. You are equally in the loop with us on what type of community input has happened to date. And really the conversations that are happening right there in that comment map tool, as you saw a lot of folks with their thumbs up or thumbs down or providing additional feedback. So that is really what's guiding this initial set in this quadrant map exercise. After that, there's additional work to be done.

## Introductions

### **FNSB Team:**

- **Kellen Spillman:** I'm Kellen Spillman. I'm the Director of Community Planning here at the Borough and acting co-project manager on this and I was a transportation planner prior to this. I do have a little bit of background with that.
- **Brittany Smart:** I'm Brittany Smart with the Fairbanks North Star Borough. I'm special assistant to the mayor and I oversee the three projects funded by the Office of Local Defense Community Cooperation, this project, the Trails Plan, and the Land Suitability Analysis.
- **George Stefan:** Senior Platting Officer Community Planning Department. Worked with Steve back at RCH surveys over four or five years. Have been with the borough for 10 years.
- **Don Galligan:** Transportation Planner for the Borough.

### **Project Team:**

- **Pat Cotter** with RESPEC. You might have heard of us before as PDC Engineering, but our respect planner here in Fairbanks. Leading the consultant team.
- **Natalie Lyon:** Also with RESPEC in Fairbanks. I'm doing a lot of the GIS work so far on this.
- **Shelly Wade:** With Agnew::Beck Consulting. Happy to be working on this and other projects where we have the opportunity to engage with the community on a lot of different community priorities.

### **Steering Committee**

- **Chris Guinn:** Planning commissioner and real estate appraiser.
- **Randy Pitney:** From Fairbanks. On the Platting Board.
- **Gary Newman:** Been around here for 50 years used to serve on Planning Commission and Platting Board. Very interested in all things planning.
- **Nathan Belz:** Associate Professor at the University of Alaska Fairbanks. Coming up on my 10-year anniversary here in Fairbanks.

- **Scott Learned:** Fire Chief for Steese Volunteer Fire Department. Been involved in emergency services in the borough since 1983.
- **Jimi Cash:** FNSB Assembly Member. Born and raised here in Fairbanks.
- **Erin Anderson:** Road Commissioner.
- **Jerry Colp:** Local. Born here. Started work for the City of Fairbanks and 74. Gave a long tenure there. Retired now. Maybe there's something in my experience that could be beneficial here.
- **Bruce Sackinger:** Second year with the State of Alaska Division of Mining, Land and Water. Pretty much do all the easements here in the northern region. Was born and raised here, left for 20 years. Been back for about 10 years.
- **Steve Lowry:** Professional land surveyor here in Fairbanks. Been here since about 2007. Helped out a lot of folks with planning on various projects across the borough. Do some other surveys around the area as well.
- **Alexa Greene:** Currently the community planner at Eielson Air Force Base. Was transportation, public affairs person at DOWL in their Fairbanks office. Before that was State of Alaska DOT&PF for about 14 years. Have been doing planning for a very long time.
- **Nils Degerlund:** Land surveyor and civil engineer and been involved in road designs and surveying and engineering in the Fairbanks area since 1984.
- **John Weinberger:** Fort Wainwright Master Planning Division civil engineer.

## **BACKGROUND**

Kellen provided the following background/context comments:

- We've put a lot of work into this as a Steering Committee and as staff. We're maybe 2/3, 3/4 of the way through the project. What we did early on was a very robust public process, open houses associated with this and online public comment map of big survey, we had close to 1,000 different comments come in on that that public comment map and through the survey that led to a lot of the background that you're seeing today. This group has already seen that the public input helped us develop a vision, goals, strategies, objectives, and really the baseline of how we're starting to draw these lines on the map. We did our first cut at lines on the map. We had four or five different townships in Northwest Fairbanks that we reviewed last time. Today, we're moving a little bit east kind of up Chena Hot Springs Road. The feedback the Steering Committee gave was so valuable last time. We are in the process of making so many changes to that original draft because of the kind of the feedback we got from the Steering Committee. We look forward to the same kind of feedback today on the NE Quadrant.
- For example, Nils, had a big subdivision project in this area, where we reviewed and revised a lot of the '91 Road Plan corridors because of the surveying work and what Nils saw was possible on the ground. So again, just the local experience, particularly when it comes to subdivisions, is really helping us to put the draft corridors on the map.
- As a reminder, because we've heard this a lot from the public, because we're putting road corridors on the map doesn't mean they're going to be built tomorrow. It doesn't mean they're ever going to be built, particularly the ones across public property. It's so important that what we want to discuss that if that property is ever subdivided, that we do have a plan to get access into there and get access to properties behind that is we've seen in quite a few areas of the borough.
- As we talked about last time, we have been overly inclusive with road corridors on this section to try to get the feedback from this group. We're in the process of taking a lot of the old ones out that we got

feedback on from last time. But again, we had a lot of public input on this saying, hey, I want a corridor here. We erred on the side of caution. If this group doesn't feel that's the that's the right place for road corridor, the right connection, chime in, let's get that conversation going. And ultimately, we can, you know, take it out if it's appropriate.

- Nils has a lot of experience in this area. Chief Learned also with this area being covered in your fire service area and have some insight on grade. Regarding grade, our initial analysis was a sort of back of the napkin. We used our LIDAR information to do kind of simple rise over run calculations over different portions aiming for that 10% grade. We've not done full engineering analysis with all of those. But the RESPEC engineering division are lined up to do the full analysis after the Steering Committee agrees to the initial set – some may have to be reevaluated after the engineering is complete. So again, we've done what I'd consider back of the napkin analysis, but not that full in-depth engineering analysis.

#### **SCHEDULE REVIEW (see agenda)**

- Shelly gave a detailed overview of the proposed scheduling, including Steering Committee and community meetings, and draft, final and approval process for the plan.
  - SC comments:
    - Your sending postcards to property owners with potential corridors on their property. It's probably also important to include adjacent property owners.
    - Something we've run into with multiple studies over the decades. If we're expecting a lot of comments during the summer, it's really, really challenging. People are always out. It seems like you've got to start in October but realize that may not align with your timeline.

#### **CORRIDOR REVIEW (see corresponding PDF comment map and related images)**

- Intro: Major roads in this section are going to be Chena Hot Springs Road, which runs east west. The area we're talking about today is primarily Chena Hot Springs Road, out to about Two Rivers, and then down Nordale to the sort of Greater badger Road Area and some of those subdivisions and open areas down towards the City of North Pole. Last time we were Northwest, we kind of ended and we went from along Goldstream Road over towards the Elliott highway.
- To refresh everybody's memory on the legend here:
  - Red line with the x's are 1991 proposed corridors that we have removed.
  - Purple dashed line is realignment of 1991 corridors.
  - Light blue is new proposed corridor.
  - Black dashed line is original 91 corridors that haven't been constructed.
- New to the map/key are easements. For example, midnight blue color is a roadway easement. That is something different than how we presented the information in the prior quadrant.

See PDF Comments for additional details:

- **02N 01E – Comments:**
  - We kind of simplified the 91 corridors a little bit. Took out some of those loops there at the top that seems more at the likes, local road kind of level, not necessarily a corridor. But what we do have is a corridor there, which was 298, or 297. But it's the purple one coming up from the Steese Highway, climbs up to the top there. And it connects to number one and number three, which were in the original plans, we've kind of realigned an old one and connected into the

- original 91 quarters at the top. And you can see number 183 was part of an original corridor, we just realigned it going kind of to the southwest there to better follow the grade. It's giving you two points of access egress into that hillside should it become developed both from the Steese Expressway Elliott Highway there. And then 300 and 301. So we just did a realignment there, again, 303, 100 was the original corridor didn't really fit well on the topography. So we realigned it to 301 to kind of follow the grade and go up that little drainage a little bit better, and circle around.
- It's kind of a nice little discreet pocket of development here. So folks initial thoughts on this. Almost every one of the parcels shown and where there's a road corridor, is either owned by DNR, or BLM. So this is, again, another one of those instances where we're not advocating for these to be immediately developed. But if and when as both of those entities do ever want to develop these parcels, we have a potential logical road corridor to provide access into the area that isn't too steep or too dangerous. And with the new topography information, particularly some of those loop roads up top just really seemed hard to make that connection and we realigned some to hopefully be closer to that 10% grade that we're aiming for.
  - SC Question:
    - What is the distance roughly from the Steese Expressway to say to that intersection with three and one? So it would exceed the [1,320 that you'd normally want for a cul-de-sac](#). Without a second access.
  - Project Team Feedback: This is one that we we've kind of really wrestled with what that road corridor was essentially shown in the old plan as well, we just aligned realigned a lot of that with the grade. But we couldn't figure out a good way to make a connection to any other road, the Steese or the Haystack area, anything that would be really an acceptable grade.
  - SC Question: What is classification of the DNR land there? Because obviously, there's been a lot of mining in the last hundreds, 20 years.
    - Don't see a lot of state land where those corridors are, some AMHTA land.
    - Some prime ground there.
    - Surrounded by BLM land.
    - Any potential land use conflicts?
  - Project Team Feedback: If the area's ever developed a lot of pretty nice southern exposure, a lot of birch up there. Having that connection between to the Elliot if it's ever developed rather than just kind of the original highway connection. Is that connection that valuable?
    - It's pretty logical. It's pretty logical to have alternative routes. For lack of a better word, having old triangle feature to the navigation out there rather than out and back is certainly a plus.
  - Steering Committee Comment: The road that comes off for the old Murphy Dome Road extended to the east there. Looks like there's potential for connection there. Just above that creek.
    - That road is called Silverfox Road that kind of comes off of there. That's something we can we can look at. The good thing about that, ROW by Silverfox Road is already dedicated. A good idea with a potential short connection to at least investigate to see if topography would allow that.



- And, yeah, as far as the mining interests. Where 132, 97, 298 are located don't see any mining stuff there. But north of there, where the seven is in 297, there's some sort of leasehold location there. And there's a bunch of other state mining claims and leasehold locations to the up towards Silverfox Mine Road, but I don't see anything where you've drawn these realigned corridors.
- The LiDAR was very, very helpful in in this area with trying to follow those, those grades we're aiming for. The LiDAR illustrates pretty well some of the typography information we have at our fingertips. 300 is a great example of they just didn't have that information back in 91. And that little connection through the bottom of that gully was going to be really, really difficult. And something like 301 with that slight realignment was going to be a little bit easier with the with the typography at the time.
- And I'll just add to 301 and 334. We realigned those to follow some sort of existing road or trail for both of those. So that's another thing that we were thinking about and looking to do.
- Up at the top of 301. They're the one I was referring to earlier in the silver fox mine. Is that an airstrip? Right there.

- **01N 01E – Comments:**

- Neighborhoods or subdivisions between Birch Hill to Steese Highway. Bennett and Gilmore Trail, and Goldmine Trail area. As far east as past Juniper and Amanita in this particular township. Not as many corridors as the last township we looked at. Going from north to south on this one to 278 and 26 was really a realignment of something that was there to better connect.
- Believe there's a dedicated Right-of-Way that's Gold Mine Trail you see heading north there and there's already a dedicated ROW. The purple line coming in there was a realignment to take advantage of that dedicated right of way and it's a corridor only shown across two large parcels – one is owned by Mental Health Trust and one by DNR.
- 335 and 37 was a realignment to take advantage of some actual dirt work on the ground or roadway and connect into a stub of ROW there. We're avoiding a gully up near the end of Geranium and then aligning it to an existing trail or somewhat constructed road there, and then connecting into Erimar. It appears they kind of roughed in a road there they were originally that's a 2009 subdivision. They were it looks like maybe they were planning a longer-term phase off of that and did rough in a road and aligned the corridor to follow that road that it that it met.
- You're correct that I'm real familiar with the last house on Daisy we've had numerous instances there you used to be able to get to it from Great View Lane the owners did not want to access upgrade view anymore because of small kids and they didn't want to have a punch through from Daisy to Great View running literally past the side of their house. So that's where it's at.
- Great view Lane essentially parallels the pipeline.
- That whole area the Violet, Daisy, Geranium is very steep terrain the existing houses especially the ones between Gilmore and Daisy, their access off Daisy this time of year when it starts to melt. Can't get EMS rigs up and that's just their driveways let alone the roads in that area. So putting any roads in that area again the train is very poor on that as far as us getting access. It's easy to get in it's getting back out that's the problem because you're going downhill when you're going in and that's where we're having problems you know, we bring a tanker truck or down in there we dump its water now it's 30,000 or 30,000 pounds lighter, and they can't get back up the hills even.

- We always like straight loops for fire trucks. It gives us a little bit more driving time to get back to our water sources but we wouldn't be able to get out of there much easier than we are now.
- On Tungsten Trail – I'm about two and a half miles up that roadway. I'm right near the intersection of Satellite and Tungsten. It's hard to tell on this map, but sadly doesn't actually connect to Gilmore. Live two and a half miles up Tungsten, and there is there's only one way in one way out. And it seems like that connection along that section line would be a good new connection for alternative routes from that area. So anyways, just north of Daisy, connects that lead to Gilmore. That whole area, the road maintenance ends at Sattley. Where the sign is that road maintenance ends. It's really like it looks like a four-wheeler trail pass. The whole thing would have to be improved. And it would need a whole new road than if you went north and Sattley and just extended Tungsten over to Gilmore but so anyway, some alternatives there for sure.
- Was a participant trying to help DNR when they developed Tungsten Subdivision. At one point was able to drive from Sattley all the way to Gilmore, but I think it's been blocked since then. Don't think you can get a vehicle through there.
- 48, 55 and 56 – a good area to zoom in on and chat about.
  - When they're saying on McLaren Court, there is a private drive up here. So if you're going up the hill on Suncrest, there's a little area that you can't actually hit Suncrest and get to McLaren through this way, you have to get McLaren if you go East View. So it'd be nice to make this, you know, some sort of connection. So if you're coming through Suncrest, essentially, and you want to go up and around and you want to hit EastView, there's no way to do that, unless you're going all the way up like Chena Hot Springs or Rainbow. Some sort of connector definitely makes sense. But I know there's some sort of a private house up there. If you go up, I think it was in another map.
- 67 – It would be a tight squeeze. There's a house built right there on the corner.
- Yellow highlights indicates that there's a road but there's no ROW or vice versa.
- 303 – was a new addition. A little bit wet back there if you're familiar with that area, but we already do have a half ROW dedication.
  - Used to live off Bias Drive there. Really do like that connection with 303 or 87 and 82. But just to kind of repeat those comments it north side of Beacon Hill there's a lot of permafrost it's very swampy and a wetland area down there. Walked through that whole area down there you know, it's permafrost is very shallow. Some of the homes on Bias even have ice lenses underneath them. So there might be actual solid ice in addition to just regular old permafrost. One thing to check – large portion of that area is underneath a conservation easement.
- 302 – new one that does a loop through those really big parcels. We tried to follow the topography a little bit there, and there's a drainage kind of in the middle. Generally privately held parcels. They could have some potential development there. And subdivision. The bulk of the sort of east half there has all been cleared. It's those big fields out there. You're familiar with the area?
  - With the ground out there. It's horrible ground. And even even closer to Chena Hot Springs. They keep filling holes for 40 years, and they just keep sinking. Did a soils report for what was going to be a preliminary plat and it was awful. Soon as I drill a hole, it would fill in with muck 20 feet down. And ice lenses. So it was bad stuff.

- SC recommends taking it out.
- 352 – Love Road. There are a number of properties back there that use that to access. They do get a little bit wet, but they don't have legal access, it doesn't appear. Best case scenario, you get another couple 100 feet of dedication if or when those properties subdivide. But there's really not much possibility of a of a connection, as we already talked about going into those really poor soil types.
- Ezra Road:
  - Gary: Well, the short story – the European Space Research Organization, now the European Space Agency, there was an old homestead trail that sort of followed that route. But ESRO was looking for the quietest radio spot in Fairbanks for satellites. And they found that basically at the end and a little dogleg, that you see, toward the top of the screen. They paid for easements from the frontage property owners and they built the road. And when they left, when their project terminated, there were no more satellites to watch, roughly around 78, the road rights reverted back to the individuals whose property it fronted. So, we've formed an organization there's been a couple of them over the years, but since 2005, we have an organization that maintains extra road on a voluntary basis from members and some years later. After ESRO left, GCI also was looking for a place when they were just starting. Service basically was initially just long distance service as a competing exchange carrier, and where that dogleg is at the very top is where their earth station is, and it's used now for communication out in Northwest Alaska. And it's a pretty important site. They've got millions of dollars invested in it. Just passed, where you see 27 Start onto ESRO just past that point, is essentially where they have a turnaround. And beyond that toward the ESRO site there is a road that is basically a driveway for the adjacent parcel. You see there's a little tiny parcel out of that, and access for GCI. 27 going was in the old road plan that goes across horrible ground into areas that are now being actively explored for minerals. And that should probably go away. If you want to talk about off ice, we'd have a great conversation about that. But in terms of compatibility with existing land uses in the environment, going through wetlands and permafrost soils.
- 27 – don't see the point to it. And maybe some of the folks from DNR can comment on some of the challenges they've had with mining exploration next to residential areas and a bunch of trails that you see in that 332 area. You start to see a lot of trails in I guess that's three 333 and 306. That goes all the way down. That's going through the right Dell
- 331 – subdivision that Nils surveyed and did that that was required to be dedicated to the end because the two lots just to the east of that are private property. And that provides access to those two lots which were in the past landlocked. Soils are likely really nasty.
- 331 is better instead of kind of shooting over with 332 if you kind of stayed on top of that ridge and came down into am Amanita.
- General comment – larger question when we get to the text of the roads plan because reading through the FAST Plan for RSAs and they talk a lot about orphan roads. And by some definition, ESRO might be an orphan road but quite frankly, we are able to maintain our roads at less cost than if we were a service area with a whole lot less bureaucracy and the restrictions that FNSB has in terms of further development. So there's an issue that that probably goes beyond this committee but something that somehow needs to meld into it to recognize that there may be a place for private easements if they're appropriately maintained.

- 83 – A few tried to drive Funk Road, you will sink into the muck during numerous times of the year. Not sure that's we talked about poor ground. That's, that's another one and I'm not sure what it is beyond that but getting to that point is pretty horrible. And to be just looking at the wetland data, it, it looks like it gets a lot worse, particularly as you're trying to go over to make that easy for connection.
  - General comment – Thinking back on our earlier discussion in this group and how we were trying to say before we build new roads, let's maintain what we have. But trying to build in known challenges is also a challenge, combined with want to provide access to property. Isn't part of the purpose of this plan to show that as these properties are developed, the intent is to try to link up one road with another for secondary access or emergency vehicle access routes. So even though we shot going down a particular alignment, as that gets developed, we show something that illustrates we're trying to establish a connection. We're going to meet the intent of the comprehensive road plan, but but by a different alignment. Even if we left something like this on the comprehensive road plan, people could still work with it. And working towards getting over to the other road, maybe it'd be better off to show it coming off on a diagonal or following some better ground.

#### **01N 02E – Comments:**

- 310 – Have been up there twice, one in the late summer and one in the late fall. And it's a great road but maybe runs into private property, a farm?
  - Potentially ROW challenges?
- 44 – see comment map.
- 348 – see comment map.
- 313, 314, 77 – This was actually Nils subdivision that we changed based on some of his surveying information.
  - Nils: My initial reaction is to go ahead and remove 313. I realize there was the link and that's been removed. Eventually that road is going to be dedicated almost up to the end of that blue line right there. It has preliminary approval for portion of it right now. But that's not going to the way it's drawn right now it doesn't. Doesn't really meet any of the criteria for what the comprehensive road plan is all about. We're not it doesn't provide any secondary access doesn't provide any connection with anything else. So it's just a big cul de sac which and it's our constructions already started on that portion of the road anyways. I think the better use is over where you have 314 and then it connects into its where it says road up above. But any rate, that's an Alaska Division of Lands easement that runs east west there, along that section line. So 314 provides connectivity over to Nine Mile Hill and it's already a public easement. And it's one little stretch right over by Nine Hile Hill that gets kind of steep. But that's, that's doable. It's not bad grades, and people are already using that right now for access into those lots that are on the north side of that section line. So I think 313 doesn't really serve any function of being on a comprehensive road plan. You know, unless it was to be connected into something else, which at one point, there was an intent to connect it over to get into some state land right where it says 78. But that chunk of land is not going to be subdivided right now another buyer bought it and he intends to hold the big portion right there at the top of 313.
- 77/78 – See comment map.
- 193/194 – See comment map.

### Badger Road Area – Comments:

- Upper Badger Road area. Really important to have some discussions there because that is where we're seeing so much of the subdivision activity right now.
- 188/104/107/105/329 – See comment map. Story if this area: There was USDA funds to do a development in this area but part of the provision was providing access to subdivision in the area. It DoD started a project called the Dennis Road Extension. It's called secluded acres that's only access through the military base was after 911. So DoD started a project was called the Dennis Road Extension to put a bridge over the Chena River in this area to provide that access. It was progressing along, it was designed, DoD was about to begin the ROW phase with Fort WW and DoD was concerned it was going to be a time trap project. And it was it was closed at the time. With that said, it's fully designed, the plans could be brushed off at any point of construction fundings available.
  - Nils: When I was at DoD, that was, that was one of my projects, I think you might see my name on those plans, because we got completed and all the way into secluded acres. And we even got the old pipeline runs underneath the river through there, and we actually got the funding to clean that out and get all the fuel out of it and everything so that we could go through the environmental portion of the DoD process, we got all that cleaned out, so it's ready to go. So that's why I'm I was a little curious. Plus I was involved. If you look up near Andromeda on 308, the state hired me to do the road design through there for their subdivision up there. And we had to deal with that again, we provided an alternate alignment to the comprehensive road plan at 329. The intent was and the big argument I had to make through the variance process was that it met the intent of the comprehensive road plan and provided access across to but just in a different, more economic, economical alignment.
  - More re: FNSB Joint Land Use Study findings – Received roughly 50 recommendations on increasing compatibility from both sides, the community with the base and the base with the community. But one of the largest concerns to come out of particularly Fort Wainwright is you can kind of see that this area of Fort WW right is the very last area that's of the base boundary that's not encroached on. And that kind of blue, light blue kind of diagonal line coming out of Fort WW, where Prester John is – that's the path that all of the airplanes are following out of Fort WW, to avoid residential areas. And so that's the noise contours essentially. So that was one of the biggest concerns for Ft.WW had is this is the last unencroached area on the base and trying to discourage development in that particular area.
    - John W. – If you look at the configuration of our runway, going out to the east is what we have left going out to the west is Airport Way in the city.
    - Follow-Up – for those private property owners in that area: these routes we're deleting, they won't be on the master plan, but are they going to be required? If they do any subdividing? What will they be required to still have to create legal constructed access to their lots?
      - That's correct. We've had a number of subdivisions in the area. They were a little bit dated but took advantage we have a provision in code that you could take advantage of the river is access certain in certain areas, if there's no kind of other public right of way, or no other option.
- 132/145 – See comment map. Different rationale for removing.
- 344/340/341 – This was a relatively large corridor that was planned. And we thought it in the best interest of the residents in the area and few developers to remove this. Almost all of those, it's along a

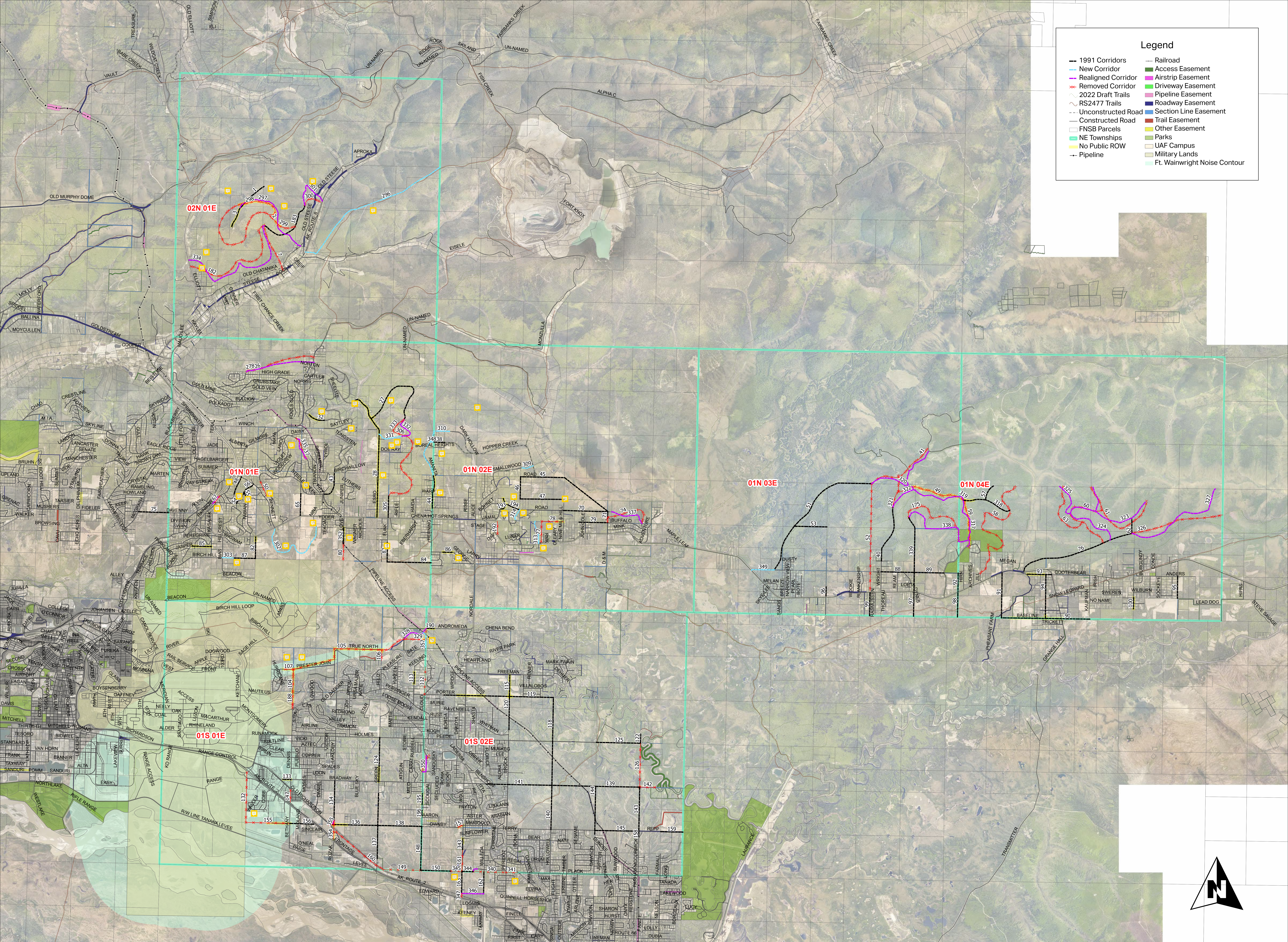
section line easement. But almost all of those subdivisions have been built out. And there was very little to no chance of ever getting that, that additional development along there, essentially, you'd be putting a road in along 20 to 40 folks' backyards. It seemed like a very, very difficult or impossible and honestly undesirable connection to ever get through there. But there was an adjacent right of way that was that was also dedicated as part of those subdivision processes. So that's that little purple line you see at 344. Getting back to that, that section line.

- 345 and 161 – Those were removed because that's the Borough's flood control channel through there. Defer to folks with a little more development experience but it seems very difficult or impossible to ever cross that that channel as well.
- Further west – In general, we kept a lot of the proposed corridors in this area because North Pole has much flatter topography in general than the other areas we've been looking at. And there are a lot of section line easements along these bigger corridors that you're seeing in 01S 02E. We have seen a lot of these dedicated as part of the planning process. Those big section line easements function as those major collectors with all the smaller subdivision streets kind of coming off of those.
- Exception is 126 and 142 where there are poor grounds.

#### **CLOSING COMMENTS RE: NE QUADRANT CORRIDORS & NEXT STEPS**

- We clearly didn't get to every single corridor.
- Encourage SC to provide feedback on any items we did not touch on today.
- In the notes and related follow-up, we will also share comments from Colin Craven at DNR.
  - See comment map re: Colin's comments on 357 and 334.
- Primary focus of our next meeting on April 20<sup>th</sup> is a review of the Southeast and Southwest Quadrants potential corridors.
- We will also connect the SC to a more detailed map/tool for accessing layers.
- Kellen to SC: I know this is hard to spend so many hours focusing on this. I think it is a really important process. And the feedback we're getting is incredibly important. I expect the next couple areas to be quite a bit easier and maybe less intensive. Because there are a lot of the populated areas Chena Ridge, we have many less connections there. But it's really important to think about those because those are the areas that again, we're seeing quite a bit of development in. So I'm looking forward to that and just appreciate everyone spending so much time on this and giving such good feedback and your feedback really is making significant differences, making these changes behind the scenes.
- The project team looks forward to the SC's comments about the schedule, quadrant maps and anything else.
- Thanks, everyone. Appreciate your time and patience and detailed feedback. Have a great rest of your afternoon. Thank you so much.

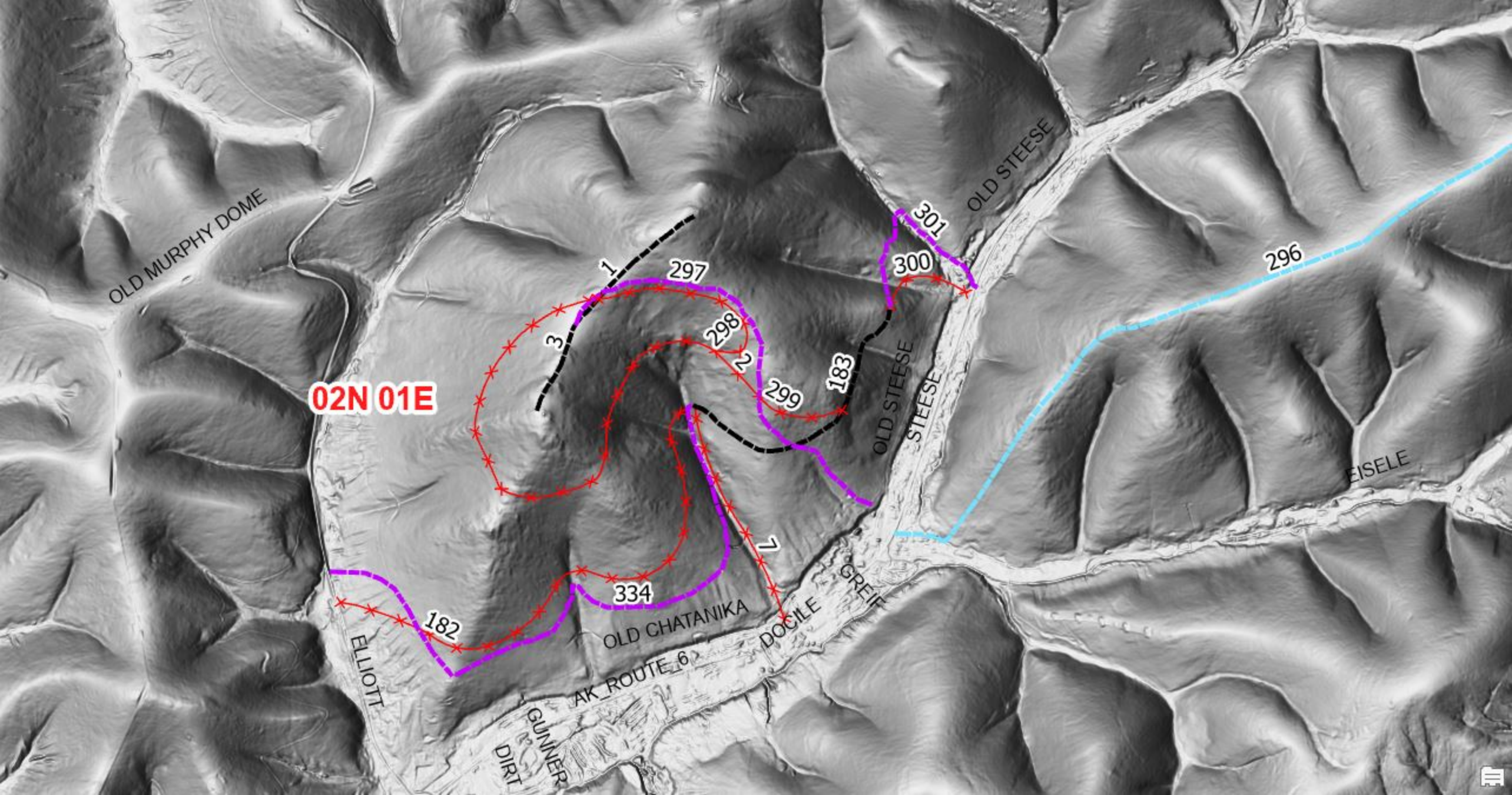




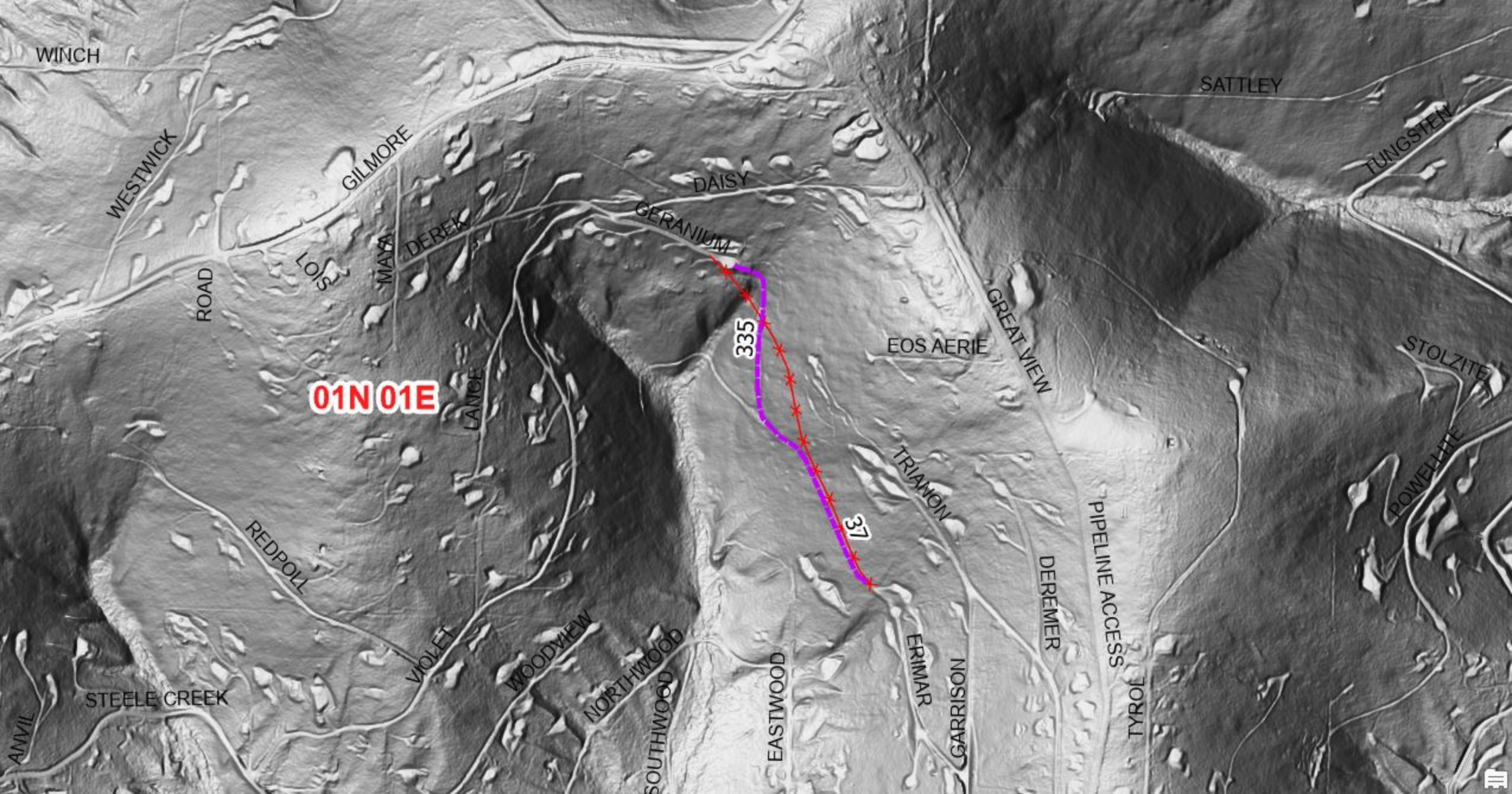
**Legend**

1991 Corridors	Railroad
New Corridor	Access Easement
Realigned Corridor	Airstrip Easement
Removed Corridor	Driveway Easement
2022 Draft Trails	Pipeline Easement
RS2477 Trails	Roadway Easement
Unconstructed Road	Section Line Easement
Constructed Road	Trail Easement
FNSB Parcels	Other Easement
NE Townships	Parks
No Public ROW	UAF Campus
Pipeline	Military Lands
	Ft. Wainwright Noise Contour









WINCH

SATTLEY

TUNGSTEN

WESTWICK

GILMORE

DAISY

GERANIUM

ROAD

LOIS

MAYA

DEREK

01N 01E

LANCE

EOS AERIE

GREAT VIEW

STOLZITE

POWELLITE

TRIANON

DEREMER

PIPELINE ACCESS

TYROL

GARRISON

ERIMAR

EASTWOOD

NORTHWOOD

WOODVIEW

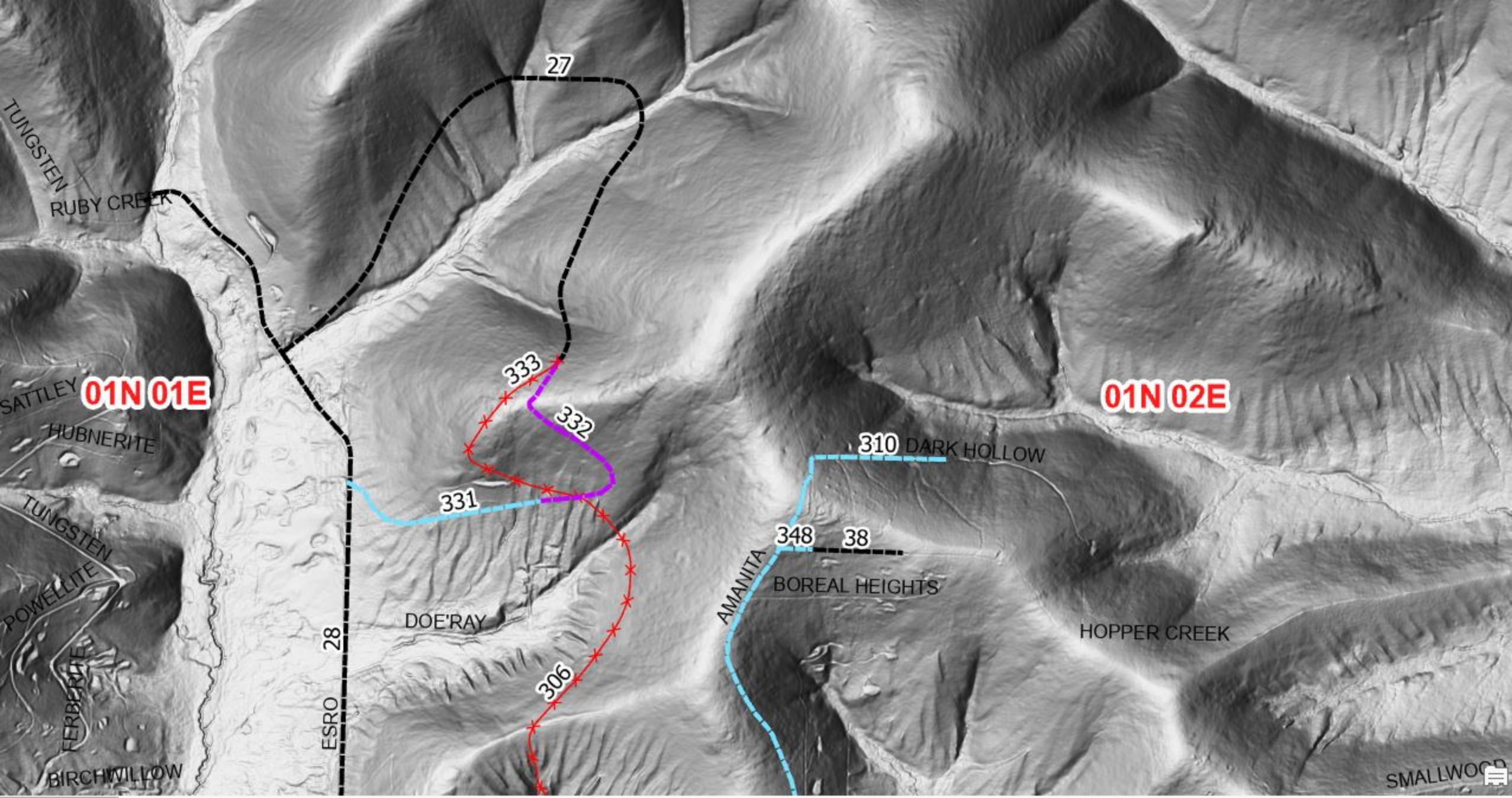
VIOLET

REDPOLL

STEELE CREEK

ANVIL





01N 01E

01N 02E

27

28

333

332

331

310

348

38

306

TUNGSTEN

RUBY CREEK

SATLEY

HUBNERITE

TUNGSTEN

POWELLITE

FERBERITE

BIRCHWILLOW

DOE'RAY

AMANITA

BOREAL HEIGHTS

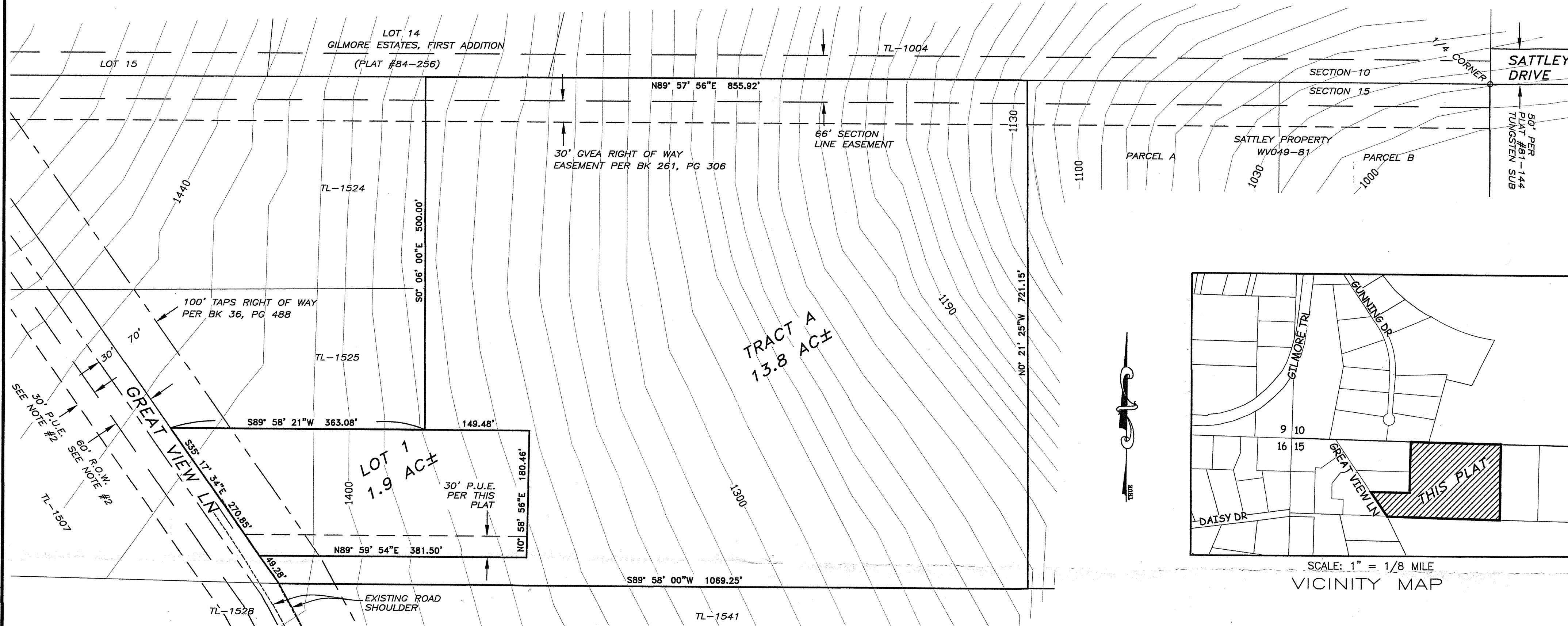
HOPPER CREEK

SMALLWOOD

DARK HOLLOW







## PRELIMINARY PLAT

# SATTLEY SUBDIVISION

(REMAINDER PARCEL OF PROPERTY  
WAIVER 049-81 DATED 9-16-1983)

LOCATION:

WITHIN THE N1/2, NW1/4, SECTION 15,  
T.1N., R.1E., F.M.

OWNERS:

GUY SATTLEY  
1370 GREAT VIEW LANE  
FAIRBANKS, AK 99712

DRAWN:

PJH

CHECKED:

SCALE:

1"=100'

FNSB NO:

DATE OF DRAWING:

3/22/2019



**3 TIER-ALASKA LLC**

326 Driveway St. Suite 102  
Fairbanks, AK 99701  
(907) 451-7411

### NOTES

1. THE PURPOSE OF THIS PLAT IS TO CREATE LOT 1 AND TRACT A.
2. THE 60 FOOT WIDE RIGHT-OF-WAY FOR GREAT VIEW LANE AND THE 30 FOOT WIDE PUBLIC UTILITY EASEMENT AS SHOWN ARE PER SUBDIVISION WAIVER DATED 12/20/72, RECORDED IN BOOK 37 AT PAGE 640.
3. THIS AREA IS WITHIN FLOOD ZONE "X" PER FEMA MAPPING DATED MARCH 17, 2014.
4. SOILS FOR THIS SUBDIVISION ARE STEESE-GILMORE COMPLEX, STEESE SILT LOAM, AND ESTER PEAT PER WEB SOIL SURVEY (AUG. 2018)
5. THE FLAG STEM FOR TRACT A IS PROVIDED FOR FUTURE DRIVEWAY CONSTRUCTION ONLY.

Comm. Planning Dept

MAR 26 2019

RECEIVED

### UTILITY EASEMENTS

1. THERE WILL BE A 35' RADIUS EASEMENT AT EACH POLE LOCATION FOR GUYS, ANCHORS AND OTHER SUPPORTIVE STRUCTURES.
2. A 15' WIDE STRIP OF LAND AS DETERMINED BY THE UTILITY COMPANIES IS GRANTED FOR THE INSTALLATION, MAINTENANCE, REPAIR OR REMOVAL OF YARD POLES.
3. THE UTILITY COMPANIES SHALL HAVE THE RIGHT TO IDENTIFY AND THEN REMOVE ANY DEAD, WEAK, OVERHANGING OR OTHERWISE DANGEROUS TREES ADJACENT TO OR IN THE VICINITY OF THE EASEMENT.
4. AN EASEMENT IS HEREBY RESERVED WITHIN ALL LOTS FOR SECONDARY AERIAL CROSSINGS AS DETERMINED NECESSARY BY THE UTILITY COMPANIES.